





## INTIMATIONS.

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MONUMENTAL SCULPTORS.AMERICAN MARBLE  
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## AERATED WATERS

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ingredients, guaranteeing Absolute Purity.

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consumers.  
THE HONGKONG DISPENSARY,  
Established A.D. 1841.

## BIRTH.

At Nagasaki, on the 22nd June, the wife of G. E. MOSELY (of Singapore), of a daughter.

At the Government Civil Hospital, Hongkong, on the 4th July, Mrs. MARGARET NOLAN, of Wexford, Ireland, aged 60 years.

On Saturday, 23rd ult., at Kolo, WILLIAM SCHWEP, aged 46, a native of Hamburg.

At Ventnor, Isle of Wight, Virginia, widow of the late Joseph Pross Ebert, formerly member of the Legislative Council of Hongkong, and deeply beloved mother of Mrs. Ebert, of Shanghai. By telegraph.

## The Daily Press.

HONGKONG, July 6th, 1900

Wireless telegraphy, which, judging from the slow progress it has been making, finds comparatively few applications in times of peace, has doubtless its most useful part to play in war. Already in the mimic warfare of the Naval Evolutions it has been found of the greatest service in enabling a distant squadron to announce to an isolated fleet its whereabouts, and this, in spite of the fact that we have no practical means of controlling its path, will probably be found its most useful service. How useful it could be made we have an example in China at the moment. Had Admiral Seymour's plucky detachment, when unseparated it went out into the darkness to brave the whole Chinese army, been provided with such a signalling apparatus, the whole of the Empire would not have watched so long in vain for the slightest indication of the fate of his gallant men. Again had Tientsin been provided with an installation it would have been practical effectually to communicate with the relief party, and to arrange a concerted method of attack. It is quite true that the system is subject to all the disabilities of every system of visible telegraphy, and that a message sent to a relieving force will be equally visible to the enemy. In this, however, it is well to remember, it labours under the same disadvantages as the heliograph. There are of course others peculiar to itself, and in spite of Mr. Marconi's repeated assurances that he is able to reflect to a point the Hertzian rays proceeding from his apparatus, the fact still remains that those rays in reality affect the surrounding medium, and may be picked up by any in-

strument situated in the field of activity. Still, where the object is to gain definite information as to the locality of a relieving force, the system, though not perfect, may be made to afford indications of the highest importance. During the Boer war it was the custom of that enterprising nation to interfere deliberately with the signals being sent by the British forces, by projecting false signals. More easily than the heliograph the wireless apparatus lends itself to such methods, and a message from the Marconi instrument must thus always labour under the suspicion of falsity. On the other hand the Hertzian message possesses the invaluable property that it cannot be interfered with on its road by weather or interruption of any sort, and this gives a peculiar advantage where an order has to be communicated to several points at once. Take, for example, our own case with the Kowloon Extension; a signal given from the Headquarters staff would be at once read on all the corresponding instruments on the mainland; and this might mean the salvation of the whole in case of a secret attack on any isolated part. As by the elevation of the signalling wire the distance over which it is possible to flash a message may be almost indefinitely increased, there would be a means of communicating messages, say from Taku to the Tientsin Light in one stretch, whence to Chefoo or Weihaiwei would be but a short distance. In fact in the case of a coast like that of China, where overland telegraphy is practically extinguished, the wireless Marconi system would find its proper place. As a commercial venture the system will probably never be of sufficient importance to justify its installation, as the difficulty of inaugurating a direct line is seldom insurmountable. The only exceptions likely to occur are those of isolated stations, as lightships where the laying of a cable presents any special difficulty; and such of course is the position in China just now. We might, of course, and probably will, should the situation last long enough, lay a special cable to Weihaiwei, or even to Taku, but this is a work requiring months to execute. On the other hand, to inaugurate a wireless line, where there exists a flagstaff high enough for the purpose, is only the work of a few minutes; may we hope that Her Majesty's fleet is duly provided with instruments and that we may soon see some means of communication available? In an important naval station like Hongkong the cost of such an installation would soon repay itself. Even from a commercial point of view, the installation would be of considerable advantage; mail steamers, for instance, would be telegraphed independent of weather; vessels could ascertain their exact position in case of fog; and prompt assistance could be sent to ships in distress. These are undoubted advantages to be gained for the Colony; and when in addition to these we point out the utility to the Empire we trust that no time may be lost in utilising the invention.

In the 24 hours preceding noon yesterday, there were reported five fresh cases of plague and twelve deaths.

H.M.S. *Plover*, Lt. Comdr. Cowper, arrived in the harbour on Wednesday from Singapore, which she left on the 28th ult. She is in a condition for immediate service.

A chair coolie in the employ of Mr. J. J. Francis, Q. C., was taken ill on Wednesday afternoon and subsequently died. He was afterwards found to have been suffering from plague.

We received from the U.S. Consulate General yesterday the following typhoon warning, dated 4th July, 7 p.m.—The typhoon in the Pacific E. N. E. or N. E. of Manila is moving, probably northwards.

The Telegraph Companies yesterday informed us that on account of the irregularity and increasing uncertainty of the Chinese telegraphic service between Chefoo and Shanghai, all messages are being duplicated by steamer between the two ports. A steamer bringing a number of telegrams was expected at Shanghai last evening.

Early yesterday morning, Sergeant O'Sullivan found an European lying unconscious in Douglas Lane, behind St. Queen's Road, he having evidently fallen from a gangway across the lane. The man was unconscious and had a couple of large wounds on the head. The man was conveyed to the Hospital, where he died, before he had been able to say anything. Later on the body was identified as that of J. Logan, an engineer out of work, who lately resided at Edward's Boarding House. His brother identified the body.

The *Hart* arrived at Shanghai from this port on the 30th ult.

The local Chinese officials of Shanghai on the 30th ult. remitted through the Provincial Treasurer of Shanghai to H.B.M.'s Consul-General a sum amounting to \$30,000 in all, contributed by them to the Indian Famine Fund. The Treasurer at Chefoo contributed Tls. 5,000 to the same Fund.

With reference to the question of Rifle Clubs and Volunteering which has excited so much interest here and at home recently, the following account of Mr. Labouchere in *Truth* is of interest. He says:—"It is not often that I find myself in agreement with Lord George Hamilton, but I was very glad to see him the other day begging to be excused from associating himself with a rifle club. Lord George's opinion is that such clubs ought to be closely connected with the Volunteers. He evidently recognises that, if they are to rival or compete with the Volunteers, rifle clubs are likely to do more harm than good, and I have not the slightest doubt that he is right."

A Washington telegram of the 2nd ult. reported that on that day the British Ambassador filed in the State Department a request from his Government for the extradition to England of Julian Biddulph Arnold, son of Sir Edgar Arnold, under arrest in San Francisco, as a charge of embezzlement in London. The department also received a transcript of the testimony taken at the hearing in the case before the United States Commissioner in San Francisco, who committed Arnold for extradition. No action will be taken by the State Department until the habeas corpus proceeding in Arnold's behalf have been disposed of in the United States District Court, at San Francisco. It is contended in behalf of the accused man that the alleged offence is not extraditable, but both embezzlement and breach of trust are made extraditable offences in the British-American treaty.

Notice is given by Mr. A. M. Bisdie, Coast Inspector at Shanghai, that the character of *Gutzlaff Light* has been changed. The new illuminating apparatus is Dioptric, Lightning-flashing, of the Third Order, showing one white flash every 5 seconds. The new Light-house stands on the eastern end of the summit of the island, 144 feet N. 77 deg. E. magnetic, from the site of the old Light; and the Light, which is elevated 233 feet above the level of the sea, should be visible in clear weather at a distance of 23.7 nautical miles. The tower is a steel structure, 25 feet high, with a total height from the base to the lantern of 461 feet. The tower is painted white. Approximate position—Latitude, 30 deg. 48 feet 37.2 inches N., Longitude, 122 deg. 10 feet 132 inches E.—Under the heading of "Swatow District," Mr. A. M. Bisdie further gives notice that Captain D. Mackenzie, of the steamer *Kwailin*, reports that his ship struck bottom at 4.58 a.m. on the 4th instant, with East Point, Nanhai Island, bearing north true, and Three Chimney Bluff Point bearing S. 70 deg. W. true, the *Kwailin* drawing at the time, at the point of contact (the bilge keel), about 14 feet. In the above position British Admiralty Chart No. 1357, small corrections to January 1893, shows 14 fathoms of water.

At the Magistrate's yesterday afternoon Mr. Hazeland opened the inquiry into the circumstances connected with the death of Loung Tait, engineer on board the police launch No. 1, through being run over by P. C. Boulger (26) on the 20th June. Dr. Ball said the deceased was admitted into the hospital at 6 a.m. on the 20th inst., suffering from a severe bullet wound in the abdomen. The man was alive then, but died at 12 o'clock the same day. He subsequently made a post mortem examination, and found the bullet had entered the left loin, wounding the intestines in three places. The bullet came out in the front a little to the left of the line, causing a shock as the result of the wounds. The fireman on No. 1 police launch said that at 4.45 a.m. on the 20th he was sitting on the top of the engine-room of the launch near to the deceased when he heard the report of a gun. At the same time the deceased cried out, and European constable 26 rushed forward and picked him up. Prior to the shooting fired the constable was sitting on the top of the cabin facing the bow. The coxswain of No. 1 police launch said he remembered the morning of the 20th June. He heard the shot of a gun and on turning round he saw the deceased fall down on to the deck. Then he saw European constable 26 run towards the deceased and place his hand on his abdomen. Prior to the shot being fired Constable No. 26 was sitting on the top of the cabin behind witness. Constable Boulger said that on the 20th June he was on change of No. 1 launch. At night 12 told one of the lookouts to load a Winchester rifle. In the morning at about a quarter to five he saw a lookout examining pistol powder and revolver. The rifle was lying close to the revolver. During the time the lookout was doing this witness told him to take his blanket down into the cabin. When he was down in the cabin he looked over the rifle and saw the lever partly open. Thinking that the lookout had unloaded the rifle he drew it towards him to release the trigger. Before he released the trigger he opened the lever completely and glanced into the chamber. He did not see a cartridge, so he closed the lever and pulled the trigger. As soon as he pulled the trigger he heard a report and saw a man groan. He rushed up and found that the deceased had been shot. He got his handskerchief and bound up the wound as best he could, and made it possible speed to the Police Pier. He ran up to the Station to see the Inspector. The Inspector was not in, but he saw the senior Sergeant and explained the matter to him. The Sergeant (Gourlay) returned with him to the launch and conveyed the deceased to the Hospital. The gun was lying flat on the top of the cabin when he released the trigger. His Worship said he would read through the evidence and forward his report to the Attorney General.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 5th July, 10.6 p.m.

## WOMEN AND CHILDREN LEAVE TIENTSIN.

The women and children are leaving Tientsin.

## PEKING EUROPEANS ON THE 24TH REDUCED TO TWO DAYS' FOOD.

News has been received via Chefoo, dated Peking 24th ult., to the effect that all foreigners were collected in three Legations, the English, French, and Japanese. They had only two days' provisions.

## "OREGON" STILL UNMOVED.

The *Oregon* is still badly ashore.

London, 4th July, 7.15 p.m.

## LATEST OFFICIAL NEWS FROM PEKING.

Admiral Seymour reports that a message was received from Peking on the 24th ult. to the effect that all the Legations except the British, French, German, and part of the Russian had been destroyed.

## EUROPEANS HOLDING OUT WELL.

All the Europeans are gathered in the British Legation. They have provisions, but ammunition is scarce. Europeans hold the city gate near the Legation with captured Chinese guns. There is not much sickness.

## COUNTRY NEAR TIENTSIN FLOODED.

The Chinese have inundated the country near Tientsin, their object probably being the defence of the city to the south. No injury has been received by the allied forces.

## JAPANESE OFFICIAL CONFIRMATION OF THE SIEGE OF THE BRITISH LEGATION.

By the courtesy of the Japanese Consul we are able to publish the following telegram received by him yesterday evening from the Japanese Government:—

The Tsungli Yamen ordered the foreign Ministers on the 19th June to leave Peking within 24 hours. Owing to the danger of the journey they refused to comply. Meanwhile the situation at Peking is growing more and more serious, and the German Minister is reported to have been murdered by Chinese troops on his way to the Tsungli Yamen. According to the report brought from Peking to Tientsin on the 29th June by special messenger, all the Legations except the British, German, and French were destroyed, and the foreigners are besieged in the British Legation under heavy rifle fire.

## REUTER'S SERVICE.

LONDON, 3rd July.

## THE WAR IN SOUTH AFRICA.

The long delay in dealing with Commandant De Wet is being much criticised.

General Colville has been ordered home. The reason for his recall is not explained.

General Clements, who left Senekal with a flying column and went in the direction of Lindley, was lately engaged on the 20th ultimo; the fight was proceeding.

The Boers are passing towards Pekaaburg and Commandant Potgieter is showing signs of activity.

Five Columns are now converging to break the enemy's resistance south of the Vaal River.

THE "NORDDEUTSCHER LLOYD" DISASTER.

At the fire of the Norddeutscher Lloyd's wharf, three liners were destroyed and one damaged; the loss is enormous. It is believed that 200 persons perished by drowning and burning.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *König Albert*, carrying the German mails with dates from Berlin of the 11th June, left Singapore on Wednesday, the 4th inst., at noon, and may be expected here on or about Sunday, the 8th inst. at noon.

The N. Y. K. steamer *Kamakura Maru*, (European Line) left Kobe via Moji for this port on the 4th inst., and is expected to arrive here on the 11th inst.

The C. P. R. steamer *Empress of India* arrived at Kobe at 8.30 p.m. on Tuesday, the 3rd inst., and left again at noon on Wednesday for Yokohama, where she was due to arrive at 11 a.m. on the 5th July.

## THE CRISIS IN CHINA.

Now the British are relieved of the account of the crisis in China.

A private letter received in the Colony gives a graphic description of the roller of Tientsin by the composite force, by one of the rescuers who went up from Hongkong by the *Terrible*—which, by the way, he reports, at one time put on work for 10 knots and was only able to go 9, owing to the tremendously heavy seas. He writes that "the Taku Forts are of the very best, and beautifully armed. It beats me how they were taken." He continues:—"At 7 a.m. next morning [after arrival] we were taken to Taku, our base camp. Going up the river, it was very nice hearing soldiers and sailors of all nations cheering us as two hours after disembarking we entered for our first camp. For Tientsin was reported in flames and very precarious. We had not gone ten miles before we ran off the line, our first carriage carrying our gun being totally wrecked. Capt. Craddock, R.N., and Major Morris were in it and got badly bruised. In due course, after repairing the line in various places, we arrived at our first camp. Next morning we started again at 3 a.m., this time marching, clearing the country right and left of the line, so as to allow the train containing the Russians, 400 Infantry, with 4 guns, to come up. After arrival in camp a reconnaissance in force, 200 strong, was made and some soldiers or Boers were met with. Our men knocked the stuffing out of them and burnt their villages. Next morning we again advanced at 3 a.m., our object being Tientsin, but honestly we never expected to get there, as two previous columns had failed. However, with some 1,500 Russians, 200 Germans, 100 Yankees, 300 Royal Welsh Fusiliers and 300 Blue-jackets we advanced, the Russians on the right of the railway line, British on the left. At about 8 a.m. we came into action, the Russians having a terrific fusillade. At this time we cleared all the villages on the river-bank, burning them as we advanced. In due time the Russians received a check, and we feared a reverse; but it was decided that the Russians should take the station and hold it, and the British should endeavour to take a strongly held village and a school. This we promptly replied to. When within a 1,000 yards we came under a very severe musketry fire. When within 400 yards we couldn't stick the fire any longer, so we fixed bayonets, Americans on the right, sailors in the centre, Fusiliers on the left. We gave three cheers and raced for the village, clearing all in front of us, killing innumerable Chinese, formed up at the far end, saw the Union Jack, crossed the river over a bridge of piles, and entered British Tientsin. The sight was worth a life-time. How we cheered and were cheered, the women and children crying with joy and bringing our men beer and anything they wanted."

There is now almost a formidable array of ordnance at the British Consulate, where the naval machine guns, a 3lb. Hotchkiss (quick-firer), and other pieces are parked. The Norddeutscher's are still kept at the Central Police Station.

## WEIHAIWEI.

On the 27th news reached Mr. Goodnow, U.S. Consul at Shanghai, that the American Mission at Weihaiwei had been burnt. The *N. C. Daily News* says:—"There is reason to doubt whether the attack on Weihaiwei is the work of the Boers; it is quite likely that it is the work of the people of the district, encouraged by the success of the people elsewhere. Some six miles from Weihaiwei there is a colony of some twenty Germans, well armed, engaged in coal-mining at a place called Miao, and it is quite possible that the country people have attacked both these stations. Some 36 miles from Weihaiwei is the important missionary station of Chingchow, and if that should be threatened it will be very awkward for the foreigners there, as the way of escape to Chefoo lies through Weihaiwei. It is possible that the missionaries at Chingchow and Weihaiwei have escaped to Yangchikou, whither the U.S. Consul at Chefoo had sent a steamer a week ago to bring away the American and British missionaries and other foreigners from Western Shantung and Honan."

## SZECHUEN.

Telegrams have been received in Shanghai from Chungking saying that all is quiet there and at Chingta and that there is no present cause for any alarm with reference to those two cities.

## ANTI-FOREIGN FEELING IN COREA.

The anti-foreign feeling has apparently spread to Corea. The special correspondent on the 24th inst. that the inhabitants of Chung-chong-do, Chulla-do and the northern part of Kyung-chong-do have presented an application to the Imperial Household asking for permission to exterminate the Christians in their provinces. The ringleaders in the application have been arrested. The gist of the application was that the foreign missionaries living ten Corea lie outside the foreign settlements should be ordered to retire within the Treaty limits, according to the Treaty provisions. Apparently the memorialists were supported by a section of the Government officials, but great reticence is maintained regarding the whole matter.

## AMERICAN LOSSES IN THE PHILIPPINE WAR.

A Washington telegram, dated the 2nd ult., reports:—"Secretary Root to-day sent to the Senate, in response to the resolution of inquiry, an extended report on the number of soldiers who have been killed or have died of wounds in the Philippines. Secretary Root also given the number of those who have been injured and have committed suicide since 1898."

"Whereby it appears," he states, "that the number of insane cases and the number of suicides have not been increased by service in the Philippines, but remain substantially the same number per thousand as in the period of peace prior to the war with Spain."

The casualties in the Philippines from July 31st, 1898, to May 24th, 1900, according to the report, were:

Deaths—Regulars, 36 officers and 920 men; volunteers, 41 officers and 854 men.

Wounded—Regulars, 37 officers and 721 men; volunteers, 91 officers and 1,115 men.

The number of insane soldiers admitted to the hospital at Washington from the Philippines to May 24th, 1900, are: Regulars, 47; Volunteers, 16, of which 10 have been discharged as recovered and 4 remain; one discharged improved and one on a visit from a hospital.

The number of insane soldiers from the Philippines now in the United States hospital at San Francisco, to be sent to Washington, are: Regulars, 5; Volunteers, 4. Held at San Francisco, diagnosis not confirmed: Regulars, 6; Volunteers, 13.

## AMERICAN ESTIMATE OF LOSSES AND GAINS IN SOUTH AFRICA.

The following computation of the cost of the War in South Africa to England and the compensating gains comes from a Chicago source:—Cost of the army, October 12th to June 12th, per day, \$800,000.

Total cost of army, 243 days, in the field alone, \$194,400,000.

English property owners' business losses, per day, \$20,000.

Business losses, 243 days, \$4,860,000.

New governmental expenses, per annum, \$10,000,000.

Property damages through the war, \$5,000,000.

Total cost of the war, \$214,260,000.

Gain—Rand mines, value yearly output, \$80,000,000.

Coal fields, value yearly output, \$4,000,000.

Transvaal tax revenues, per year, \$5,000,000.

Orange Free State tax revenues, per year, \$3,000,000.

Diamond fields, value yearly output, \$2,500,000.

Captured military munitions, \$5,000,000.

Total present gain, \$99,500,000.

New territory acquired, square miles, 167,465.

The entire war operation of England, including expenses in the field, are estimated for the period of eight months to have been 600,000,000 pounds sterling or \$93,000,000,000. The field expenses were the least.



















## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain S. Barclay, carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 7th July, 1900, at Noon, taking passengers and cargo for the above ports. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 25th June, 1900. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "THYRA" 7th July, 1900, at Noon.

S.S. "CARLSBERG" 13th July, 1900, at Noon.

S.S. "STRATFORD" 13th Sept. 1900, at Noon.

THE Steamship "THYRA" will be despatched for HONGKONG, SHANGHAI, MOI, KOBÉ, YOKOHAMA, SAN FRANCISCO, on SATURDAY, the 7th July, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 3rd June, 1900. [14]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates).

THE Company's Steamship

"DARDANUS."

Captain Stevens, will be despatched as above on SATURDAY, the 7th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd July, 1900. 1670

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MEXICO, NAPLES, LONDON, and GENEVA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BANGALORE, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO."

Captain Mazzanti, will be despatched as above on MONDAY, the 9th July, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 29th June, 1900. [7]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS."

Captain Towell, will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th June, 1900. [1665]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWAPOO, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 11th July, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 27th June, 1900. 1443

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA MANILA.

THE Company's Steamship

"PYRHEUS."

Captain Rouson, will be despatched as above on THURSDAY, the 12th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th June, 1900. [1786]

## VESSELS ON THE BERTH

THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA."

Captain Blackland, will be despatched as above on WEDNESDAY, the 11th inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 5th July, 1900. 1914

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Davies, will be despatched as above on THURSDAY, the 12th inst., at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 4th July, 1900. [1909]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at DAYLIGHT.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at NOON.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO, AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 14th July, 1900, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 6th July, 1900. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 5th July, 1900. 1912

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C.P.R. Company's Steamship

"TARTAR." Commander H. PIERCE, R.N.R.

Will be despatched on or about Saturday, 11th AUGUST, 1900.

For "VICTORIA" and VANCOUVER, B.C., via MOI, KOBÉ and YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to  
D. E. BROWN,  
General Agent.  
Hongkong, 5th July, 1900. 1911

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th June, 1900. 1780

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th June, 1900. [1781]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 21st July, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 4th June, 1900. [75]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th June, 1900. 1753

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS."

Captain Bartlett, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th June, 1900. [1865]

## VESSELS ON THE BERTH

SHEWAN, TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA."

will be despatched for the above port on or about 15th July.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 1st June, 1900. 1645

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 16th July, 1900, at 1 p.m. the Company's Steamship "SYDNEY" Captain Aliaga, with Mail, Passengers, Spices, and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S. Armand Boie, which vessel takes on her Passengers and Mails, having that port on the 25th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 15th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 4th July, 1900. [2]

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.  
Hongkong, 6th July, 1900. [3]

HONGKONG STEAMERS.

Arra, British steamer, 2,431. Phillips, June 29.

Standard Oil Co. Argyl, British str., 1,886. Thomson, June 23.

Dodwell &amp; Co., Ltd. Ariake Maru, Jap. str., 1,836. Yamamoto, June 23.

Butterfield &amp; Swire. Arratoon Apear, Brit. str., 2,879. Stewart, June 29.

David Sassoon, Sons &amp; Co. Bellerophon, British str., 1,318. Lyons, July 4.

Butterfield &amp; Swire. Bengal, British str., 2,751. Barclay, July 5.

P. &amp; O. S. N. Co. Bengala, British str., 1,903. Thomson, July 1.

Gibb, Livingston &amp; Co. Beavenne, British str., 1,457. Potter, July 2.

Chinese. Biango, Italian str., 1,509. Dato, July 3.

Carlowitz &amp; Co. Changsha, British str., 1,463. Moore, May 29.

Butterfield &amp; Swire.

## VESSELS ON THE BERTH

Jardine, Matheson &amp; Co.

Chunshan, British str., 1,241. Messer, July 2.

Bradley &amp; Co. Coptic, British steamer, 2,744. Rinder, June 8.

O. &amp; O. S. S. Co. Daphne, German str., 1,290. Nissen, June 13.

Siemens &amp; Co. Dardanus, British str., 2,995. Steeves, July 4.

Butterfield &amp; Swire. Deuteros, German str., 1,001. Petersen, July 1.

Siemens &amp; Co. Deravongse, German str., 1,057. Kumpel, July 5.

Butterfield &amp; Swire. Emma Layken, Ger. str., 1,035. Wallis, June 14.

Chinese. Formosa, British str., 674. Hodgins, July 3.

Douglas Laiprak &amp; Co. Gaelic, British steamer, 2,391. Finch, July 4.

O. &amp; O. S. S. Co. Goodwin, British str., 2,332. Jackson, June 4.

Dodwell &amp; Co., Limited. Guthrie, British str., 1,494. McArthur, June 23.

Gibb, Livingston &amp; Co. Halcling, British str., 1,267. Hall, July 5.

Douglas Laiprak &amp; Co. Hallan, French steamer, 377. Morles, July 2.

A. R. Marty. Holha, French str., 503. Godman, July 4.

A. R. Marty. Hongkong, French str., 862. Fannier, July 4.

Kushin Maru, Japanese str., 2,339. Horton, July 1.

Nippon Yusen Kaisha. Kaidenshi, British str



## JOINT STOCK SHARES.

## THE WEATHER

STOCKS.	NO. OF SHARES.	ISSUE PRICE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					

CHINA COAST METEOROLOGICAL REGISTER 3rd JULY 1951

STOCKS.	No. of SHARES.	ISSUE PRICE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11/12 = \$23.634 for 2nd half year '90	302 p. ct. pr. = \$302 [buyer]
Bank of China & Japan, Ltd.	100,875	25	25	None	21.
Do. Deforced	1,250	41	41	None	23. 5s.
National Bank of China, Ltd.	19,070 A	210	25	2/8 for 1890	\$27, buyers
Do. Founders' Shares	29,955 B	210	25	2/8 at 1/12 = \$1.306 for '99	\$27
	750 fdrs.	21	21	None	\$20
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$50	30 p. ct. = \$18 for 1898	\$262, buyers
China Traders Ins. Co., Ltd.	29,900	\$83.33	\$25	40 p. ct. for 1898, 30 p. ct. for 1899	\$57, buyers
North China Ins. Co., Ltd.	5,000	\$100	\$25	5 p. ct. 1892-1900, etc. in all for 1898	Tls. 105
Yangetze Ins. Assocn., Ltd.	8,000	\$100	\$30	30-10 p. ct. for 1897	\$121, sellers
China Insurance Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	\$132 1/2, sales
Straits Insurance Co., Ltd.	30,000	\$100	\$20	3 per cent. for 1895	\$1, buyers
<b>FIRE INSURANCE.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1899	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$30	\$6 for 1898	\$70, sellers
<b>SHIPPING.</b>					
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	\$12.00 for half year ended 31/12/90	\$304, sellers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	20 p. ct. & 2 p. ct. bonus for 1899	\$83, sellers
China & Manila S. S. Co., Ltd.	0,000	\$50	\$50	20 per cent. for 1899	\$65, old
	14,000	\$50	\$10	ex old Capital	\$18, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/99	\$46, sellers
China Mutual S. N. Co., Limited (Preference)	20,000	\$10	\$10	Final of 3 p. ct. = 1 p. ct. for 1899 on prefer.	211, buyers
Do. Ordinary	20,000	\$10	\$5	10 p. ct. & bonus of 3s. on Ord. account '90	\$174, sellers
Do. do.	10,000	\$10	\$10	\$105 = 12 p. ct. = 12 p. ct. year ended 30/4/00	\$174, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	Final of 5 p. ct. = 8 p. ct. p. ct. for 1899	\$94, new sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Final of \$5 = \$7 for '99 taken out of Equin. Fund	\$230, sales
<b>REFINERIES.</b>					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100		

VISITORS AT HOTELS.	
HOTELSONHOTEL.	
Mr. W. Ahrens	Mr. & Mrs. F. Klone
Mr. J. H. Aitken	Mr. Walter King
Mr. W. H. Alderdice	Mr. and Mrs. Lara
Mrs. Angus	Mr. A. R. Lewis
Mrs. G. W. Appleby	Mr. L. A. Lory
Mr. Bagnon	Mr. & Mrs. W. M. Long
Mr. W. S. Bailey	Mr. G. A. Luong
Mr. & Mrs. G. M. D. Ball	Mr. & Mrs. D. Crosby
Com. Blackburn, R.N.	Mr. J. Y. Mayston
Mr. J. W. Brown	Mr. Alex. Macdonald
Mr. Hart Buck	Mr. O. S. Mesa
Capt. J. Byron and servant	Miss Moses
Mr. H. B. Carter	Mr. E. O. Murphy
Mr. T. Chapman	Mr. Jan Nierop
Mr. & Mrs. Chalmers	Mr. J. J. O'Neill
Dr. & Mrs. F. Clarke	Mr. & Mrs. D. Crosby
Mr. J. S. Colson	Mrs. and Miss Ormsby
Mr. G. D. Costigan	Mr. W. Paritt
Mr. Chas. Crane	Mr. & Mrs. Piat
Mr. Edwin Davis	Mr. W. H. Parcell
Mr. P. C. Donoeche	Mr. S. S. Robins
Mr. G. M. Discombe	Mr. Chas. Schlesinger
Mr. G. A. Diss	Mr. P. V. A. Scott
Miss H. D. Dwyer	Mr. J. Shalvau
Mr. N. G. Evans	Mr. H. Simkins
Lieut. Com. Florina	Mr. C. F. Smith
Mr. H. G. C. Fisher	Mr. D. A. Smith
Mr. Gengco	Mr. A. J. Hamilton
Conf. F. P. Gilmore	Smythe
Mr. E. J. Gilmore	Mr. G. R. Stevens
Mr. C. Glover	Mrs. E. C. Thomas
Capt. G. G. Goss	Mr. G. Veennman
Mr. F. H. Hobbeltswaite	Mr. G. W. Whaley
Mr. Thos. Howard	Mrs. & Miss Whaley
Mr. & Mrs. J. Hyggon	Lieut. and Mrs. Bagnall
Major & Mrs. Jeffreys	Will
Mr. & Mrs. Joseph	Mr. E. D. C. Wolfe
Mr. E. A. Katsch	Mr. J. R. Wood
Mr. J. T. Kennedy	Mr. and Mrs. Werfield
	Mr. W. S. Wyloe
PEAK HOTEL.	
Mr. R. D. Anderson	Sis. John Lister Kaye
Mr. Andrew Beattie	Mr. J. E. Lee
Mr. J. W. C. Bonnar	Mr. and Mrs. A. Remko
Mr. & Mrs. J. C. Bryano	Mr. E. Smith
Mr. D. E. Brown	Mr. G. Gordon Mackie
Colonel F. Brown	Major & Mrs. Morris
Mr. A. Bryson	Mr. R. Mitchell
Mr. Fred C. Butcher	Mr. Stuart G. Newall
Mr. A. E. Cairrie	Mr. H. E. Oakley
Mr. E. Detrick	Miss Oakley
Mr. J. S. Ezekiel	Mr. & Mrs. Brooke Fyfe
Mr. and Mrs. A. B. Fon-	and child
	Mr. E. E. Follac
Mr. A. Forbes	Major C. W. Bely
Mr. H. H. Gouperetz	Mr. Cecil Simpson
Colonel The O'Gorman	Mrs. Cecil Simpson and child
Mr. D. M. Graham	Mr. A. Sinclair
Major W. Waudby Griffith, R.A.	Mr. Murray Stewart
Mr. Edward F. Gros	Mrs. E. C. Thomas
Mr. J. Hays	Mr. G. L. Tomlin
Mr. H. H. Jeffrey	Mr. & Mrs. Macdonald

The N. Y. K. steamer *Kamakura Mar* (European Line) left Kobe via Moji for the port on the 4th inst., and is expected to arrive here on the 11th inst.

Sale, Postage Stamps, Mr. V. I. Remedios  
2:30 p.m.

PARSED THE CANAL.

**OUTWARD.**—23rd May.—*Vindobona*, Kol.  
*Schilling*, 30th May.—*Amara*, Dresden.  
 2nd June.—*Bengale*, 6th June.—*Holsatia*,  
 9th June.—*Erzherzog*, F. Ferdinand.  
 13th June.—*Arab*, Iscon, Clio, Ciro,  
*Mulla*, Eva, 16th June.—*Oranib*, Shinar.  
*Maru*, 26th June.—*Glenartac*, John.  
*Albert*, Tenbai, 23rd June.—*Serbi*,  
*Rhipheus*, 27th June.—*Sado*, Maru, Alest.  
 29th June.—*Bumberg*, Glenest, Number.  
*Jaya*, Broadwing, 3rd July.—*Chik*,  
*Indomenee*, Regfre, Meureze, Larrington.  
**HOMEWARD.**—19th May.—*Candia*, 2nd June.  
*Macdon*, 6th June.—*Malacca*, 9th June.  
 16th June.—*St. Regulus*, 20th June.—27th  
 June.—*Amami*, Japan, 29th June.—*Gla*,  
*ous*, Salazie, 3rd July.—*Hakata*, Mori  
*Oopack*.

## PASSENGERS

**PASSENGERS.**  
**ARRIVED.**

Per *Gaelic*, from San Francisco, &c., Mr. C. Clift, Dr. J. T. Kennedy, Dr. G. A. Cortiga, Mr. Ross Thomson, Mr. and Mrs. C. E. Munyon, Mr. J. Edick, Dr. and Mrs. A. Clayton, Mrs. Chang, Mrs. T. W. Chang, M. C. Pereira, Condr. F. P. Gilmour, Mr. and Mrs. N. P. Campbell and child, Mr. V. Rivington, Dr. E. Davis, Dr. G. A. Lunn, Lieut. W. H. Allardice, Lieut. H. B. Grunz, Mr. L. Fook Gook, Mr. and Mrs. G. Carvalho and daughter, Mr. J. H. Chabrous, Mr. C. Schleimgier, Mr. A. Simon, Mr. Chang Yin Tang, Messrs. A. White, Chas. McGeer, J. McGeer, J. H. Sheahan, E. E. Barker, W. N. Swarthout, and L. Rivers and 158 Chinese.

Per *Taiwan*, from Shanghai, Mr. Dewsbury and 136 Chinese.

Per *Harching*, from Foochow, &c., Miss Renault, Mrs. and Miss Le Gall, Mrs. Gungarton and two children, Mrs. and Miss Le Gall, Mrs. Renault and child, Messrs. Renault, Varon, M. S. Varen, D. Macgowan, Mrs. and Miss Haeslop, Messrs. J. N. Olla, C. F. Smith, and

DEPARTED

Quotations are—		Allow 6c net. to 1 catty.
Makra Now .....	\$890	to \$900 per picul.
Makra Old .....	\$910	to \$920 "
Makra Older .....	\$930	to \$940 "
P. Paper-wrapped .....	\$870	to — "
Persian fine quality .....	\$910	to — "
Persian extra fine .....	\$950	to — "
Patna New .....	\$955	to — per chest.
Patna Old .....	\$1,040	" "
Bengales New .....	\$955	
Bengales Old .....	\$ —	

**DEPARTED.**

*Per City of Peking, for Shanghai, Messrs. I. G. Dowler and F. P. Evans; for Nagasaki, Mrs. F. Brown, Masters Frank Brown, Bro. Brown; George Brown, Miss Dorothy Brown and Mr. J. Cummings; for Yokohama, Messrs. W. H. Brown, H. J. Holtz Jr., Woodcock, Mr. and Mrs. W. W. Campbell, Miss Dorothy Campbell and Mr. Archie Campbell; for San Francisco, Messrs. W. G. Hannum, Chas. Berry, J. I. Snyder, L. H. Meyer, O. Neill, W. Edwards, W. Hughes and Virginia.*

*Per Liongsang, for Manila, Mr. and Mrs. Antonio Elias and eight children, Messrs. White and James Crombie, Dr. G. A. Lunn, Lieut. W. H. Allardice, U.S.N., Messrs. Jock Jock, J. S. Shlaham, Alexander Brown, J. S. Swanson, J. B. Grant, Dr. G. D. Contigug, Messrs. E. M. Barton, Chas. Metzgar, Metzgar, Edwin Davies, U.S.N., I. T. Kennel and Mrs. and Mrs. C. E. le Mayncyn, Messrs. J. J. Sohnau, Luster and A. Rives.*

**THE GERMAN MAIL.**

The Imperial German Mail steamer *König Albert*, carrying the German Mails with letters from Berlin of the 11th June, left Singapore on Wednesday, the 4th inst., at noon, and may be expected here on or about Sunday, the 8th inst. at noon.

The Imperial German Mail steamer *Bayern*, left Kobe via Nagasaki, Shanghai, and Foochow on Sunday, the 1st inst., and may be expected here on or about Wednesday, the 11th inst.

**THE CANADIAN MAIL.**

The C. P. E. steamer *Empress of Japan* left Kols on Tuesday, the 3rd inst., for Hongkong via usual ports of call.

The C. E. K. steamer *Empress of India* left Nagasaki on Sunday, 2nd July, for Hongkong via usual ports of call.

**THE AUSTRALIAN MAIL.**

The E. & A. steamer *Eastern*, from Sydney left Port Darwin on 20th ult. for Timor and Hongkong.

**THE AMERICAN MAIL.**

The **T. K. K. steamer Hongkong Mern**, with mail, &c., from San Francisco to the 14th ult. via Honolulu, left Yokohama for the 24th ult. The 3rd inst. via Island Sea, Kobe, Nagasaki and Shanghai.

The **P. M. steamer China**, with Mail, &c. left San Francisco for this port via Honolulu Yokohama, Inland Sea, Kobe, Nagasaki at Shanghai on the 22nd ult.

The **O. & O. steamer Doric**, with mail, &c. left San Francisco for this port via Honolulu Yokohama, Inland Sea, Kobe, Nagasaki at Shanghai, on the 30th ult.

**MERCHANT STEAMERS.**

The **H. A. L. steamer Hololeia**, from Hamburg, left Singapore for this port 30th June and may be expected here on or about the 6th instant.

The steamer **Verona** left Suez on the 7th ult. and is expected here on or about the 7th instant.

The **China Mutual steamer Tenbiki**, from Glasgow and Liverpool, is due at this port on the 14th inst.

The **N. P. steamer Queen Adelaide** sails from Tacoma for Japan and Hongkong on the 24th ult.

**MITSUI BUSSAN KAISHA**  
No. 6, ICE HOUSE STREET, PRATA CENTRE.

Head Office.—TOKIO.

Branch Office.—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHOWANG, and all Ports JAPAN.

AGENCIES:—

Mike Coal Mines,  
Kameda Coal Mines,  
Hokoku Coal Mines,  
Yoshinotani Coal Mines,  
Ohnoura Coal Mines,  
No. 1, Ohtsutsu Coal Mines,  
Ichimura Coal Mines,  
Kishima Coal Mines,  
Yoshio Coal Mines,  
Yamano Coal Mines,  
Manoura Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kanegafuchi Cotton Spinning Mills,  
Shanghaï Cotton Spinning Mills,  
Tokio Cotton Shipping Mills,  
Mike Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills.

**MITSUI BUSSAN KAISHA,**  
**M. FUJISE**  
Manager

Hongkong, 19th August, 1899. [2]

## YUBARI AND SORACHI

In addition to the **BLICK-  
ENDERFER TYPE-  
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a complete line of **DESSES**  
roll and flat top **TYPE-  
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**BLICKENDERFER MANF**  
835, Broadway, New York

Cable Address "Blick."  
Hongkong, 24th October, 1890.

**CHUNG NGOI SA**  
(Chinese Daily Press).  
PUBLISHED DAILY  
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medium for Advertising among  
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**QUAN WAH & CO.,**  
DEALERS IN  
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DESIGNS & PRICES ON APPLICATION  
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Hongkong, 17th October, 1899. (1)

**TO SHIPMASTERS.**

**ENQUIRE** where your **FRESH WATER** is obtained by the Water Boats, as **FRESH WATER** is the cause of much Sickness on board ship.

We are the **ONLY WATER BOAT COMPANY** in **HONGKONG** **EXCLUSIVELY** supply **FILTERED WATER.**

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**J. W. KEW & CO.**  
**STEAM WATER BOAT COMPANY.**  
Hongkong, 9th October, 1899. (1)

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Apply—  
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**TO BE LET, FURNISHED.**  
Immediate possession can be had.  
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**R. C. WILCOX,**  
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**TO LET.**

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**A** FOUR-ROOMED HOUSE in KONG LOON. Low Rental.

**A** FOUR-ROOMED HOUSE in RIMOND TERRACE.

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Hongkong, 28th June, 1900. [18]

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13, PRAYA CENTRAL, Rooms on 2 Floor.

"GLENIFFER" KOWLOON.  
A HOUSE in RIFON TERRACE.  
A GODOVN in DUDELL STREET.

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Hongkong, 19th June, 1900.

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**H. J. GEDGE.**

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Hongkong, 28th June, 1900. [18]

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OF

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**F. BLACKHEAD & Co.**

[1615]

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